

parts of the World, and have had no difficulty in navigating the Bay of Fundy in Summer or Winter. For several years I commanded steamers running from St. John to Dorchester and Sackville at the head of Cumberland Basin.

“There are no dangers from the mouth of the Bay of Fundy, by its Northern channel, to the mouth of the AuLac, out of the ordinary kind. The intricacies of its navigation are at its southern entrance, between Grand Manan and the Nova Scotia coast. Vessels from the head of Cumberland Basin to the United States, follow the Northern channel. Since I commanded a steamer to the head of the Bay, a number of additional Lighthouses have been erected. Fog whistles at that time were unknown to the Bay of Fundy; since their erection, fogs create no anxiety to the navigator beyond extra caution. Now, disasters from fog are very rare. The Bay of Fundy is very free from storms, and when they do occur are of short duration. There would be no danger in going up or down from the mouth of the AuLac, at any time of tide, for vessels of 15 feet draught of water, nor of entering or leaving the Basin (250 feet wide) at the mouth of the Canal. Steamers could enter and leave the Basin at any time during the twenty-four hours, and as easily at one time of tide as the other. Steamers, it is well known, are fast superceding sailing vessels in the carrying trade of the Dominion and they are a class of vessels, that, as a rule, carry their own pilots. A sailing vessel could leave the Canal at any time of tide, with a fair wind, or, if a calm, could leave on the ebb tide, and proceed nearly twenty miles down to good anchorage, while a sailing vessel, when within twenty miles of the Canal, could, in a calm, reach the Basin on the flood. The tides of the Bay of Fundy are well known to be of great assistance to its navigation.”

ALBERT BETTS.

St. John, N. B., Nov. 12th, 1875.

CAPTAIN WILSON ESTABROOKS.

“I, Captain Wilson Estabrooks, of schooner *Effie*, sailing between St. John, N. B., and Sackville River, have been to sea for the past twenty-two years. For fifteen years I have sailed from AuLac to St. John, and occasionally from AuLac to Boston and other places in the United States. I have also piloted vessels as large as 600 tons, from AuLac. At the mouth of the AuLac there is good anchorage, also, at Botsford's Creek, and at five fathom hole, between AuLac and Barnes' Reef. From the Reef to Rockport there is anchorage all the way down. Vessels drawing 15 feet of water safe at anchorage. Vessels of that draught running, at low water, half a mile up Sackville River. No difficulty in entering or leaving basin of Canal at any time of tide. The tides of Bay of Fundy are a benefit to navigation. Coasters require neither tugs nor pilots. Fog is very rare at head of Bay. At Cape Enrage there is a lighthouse and fog whistle, the Cape is 30 miles from AuLac. For vessels of fifteen feet draught there is no difficulty of going to or from Canal at any time of tide. In Cumberland Bay, and, also, in the Bay of Fundy, by the North channel, there are no dangers out of the ordinary kind. As a rule vessels can leave Sackville 20th March. I know of no place where navigation is safer, than from mouth of Bay of Fundy, on North side, to head of Cumberland Bay. The Bay is well lighted and provided with fog whistles. I know of no safer channel to navigate, than from Rockport to AuLac.

WILSON ESTABROOKS.